

The CANADIAN PACIFIC Railway



MANITOBA

AND
The North West
TERRITORIES
OF
CANADA

W. C. VAN HORNE, General Manager, Montreal.
J. H. McTAVISH, Land Commissioner, Winnipeg, Man.
C. DRINKWATER, Secretary, Montreal.



GEORGE STEPHEN, President, MONTREAL.
DUNCAN MCINTYRE, 1st Vice-President, MONTREAL.
RICHARD B. ANGUS, 2d Vice-President, MONTREAL.

DIRECTORS:

Hon. DONALD A. SMITH, Montreal. HENRY STAFFORD NORTHCOTE, London.
JOHN S. KENNEDY, New York.
JAMES J. HILL, St. Paul. CHARLES D. ROSE, London.
PASCOE DU P. GRENFELL, London. BARON J. de REINACH, Paris.

WM. C. VAN HORNE, General Manager, MONTREAL.
CHARLES DRINKWATER, Secretary, MONTREAL.

Agents of the Company in New York:
JAS. S. KENNEDY & CO., 63 William Street.

Agents of the Company in London, England:
MORTON, ROSE & CO., Bartholomew Lane, E. C.

REGULATIONS FOR THE SALE OF LAND.

The completion of the Canadian Pacific Railway to the neighborhood of the South Saskatchewan River, about 600 miles westward from Winnipeg, and the rapid progress made in the Government Surveys, during the past season, enable the Company to offer for sale some of the finest Agricultural Lands in Manitoba and the Northwest. The lands within the Railway belt, extending 24 miles from each side of the main line, will be disposed of at prices ranging from

\$2.50 (10s. Sterling) PER ACRE

upwards, with conditions requiring cultivation. Prices of lands without conditions of cultivation can be obtained from the Land Commissioner. When cultivation or settlement forms part of the consideration, a rebate will be allowed as hereinafter described.

These Regulations are substituted for and cancel those hitherto in force.

TERMS OF PAYMENT.

If paid for in full at time of purchase, a Deed of Conveyance of the land will be given; but the purchaser may pay one-sixth in cash, and the balance in five annual instalments with interest at six per cent. per annum, payable in advance. Payments may be made in Land Grant Bonds which will be accepted at ten per cent. premium on their par value and accreted interest. These bonds can be obtained on application at the Bank of Montreal, Montreal; or at any of its agencies.

REBATE.

A rebate of from \$1.25 to \$3.50 (5s. to 14s. sterling) per acre, according to the price paid for the land, will be allowed on the following conditions:

1. The purchaser will not be entitled to rebate unless at time of purchase he enters into an undertaking to cultivate the land.
2. One-half of the land contracted for, to be brought under cultivation within four years from date of contract.
3. In cases where purchasers do not reside on the land, at least one-eighth of the whole quantity purchased shall be cultivated during each of the four years; but this condition will not be insisted upon in the case of an actual settler residing continuously on the land, who will have the privilege of doing his cultivation at any time within the period named.
4. Where a purchaser fails to carry out fully the conditions as to cultivation within the time named, he will be required to pay the full purchase price on all the land contracted for. But if from causes beyond his control, proved to the satisfaction of the Company, a settler so fails, he may be allowed the rebate on the land actually cultivated during the four years, on payment of the balance due, including the full purchase price of the remainder of the land contracted for.

GENERAL CONDITIONS.

All sales are subject to the following general conditions:

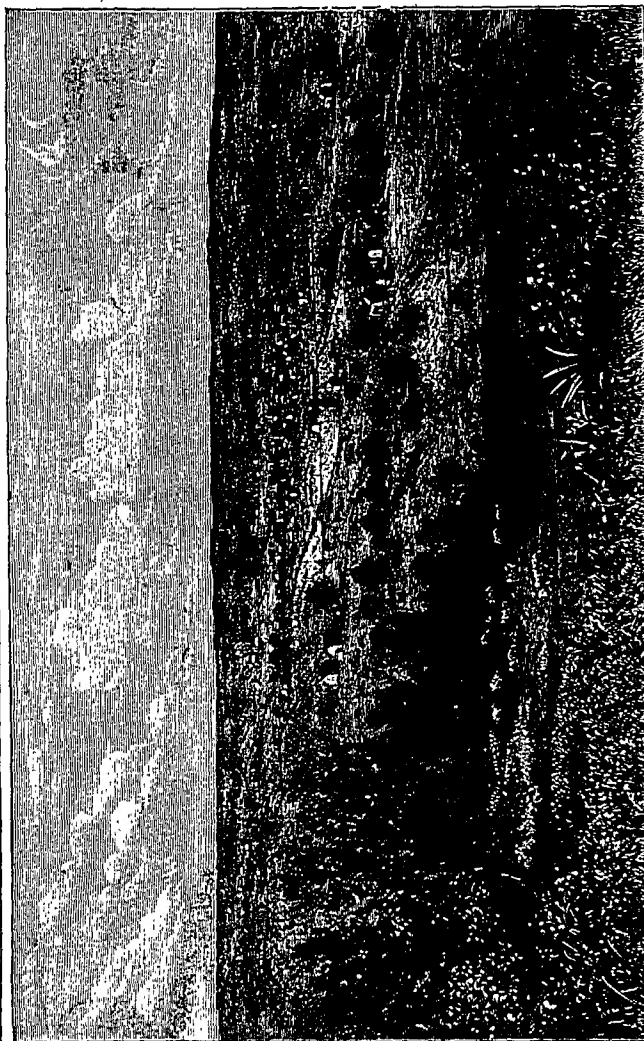
1. All improvements placed upon land purchased to be maintained thereon until final payment has been made.
2. All taxes and assessments lawfully imposed upon the land or improvements to be paid by the purchaser.
3. The Company reserves from sale, under these regulations, all mineral and coal lands, and lands containing timber in quantities, stone, slate and marble quarries, lands with water power thereon, and tracts for town sites and railway purposes.
4. Mineral, coal and timber lands and quarries, and lands controlling water power, will be disposed of on very moderate terms to persons giving satisfactory evidence of their intention and ability to utilize the same.
5. The Company reserves the right to take without remuneration (except for the value of buildings and improvements on the required portion of land) a strip or strips of land 200 feet wide, to be used for right of way, or other railway purposes, wherever the line of the Canadian Pacific Railway, or any branch thereof, is or shall be located.
6. Liberal rates for settlers and their effects will be granted by the Company over its Railway.

For further particulars, apply to the Company's Land Commissioner, JOHN H. McTAVISH, Winnipeg, or to ALEXANDER BEGG, Land Agent of the Company, 101 Cannon Street, London, England.

By order of the Board, CHARLES DRINKWATER,
MONTREAL, Nov. 30th, 1882. Secretary.



Manitoba and the Canadian Northwest.



SOIL.

The soil is a rich, deep, black argillaceous mould or loam, resting on a deep and very tenacious clay subsoil. The depth of the loam ranges from two to four feet. It is among the richest, if not positively the richest soil in the world, and specially adapted to the growth of wheat, oats, barley, root crops and grasses. In support of this the following testimony from so high an authority is important:

"The soil" [referring to a sample from Manitoba sent him for analysis] "is very rich in organic matter, and contains the full amount of the saline fertilizing matters found in all soils of a good bearing quality."

(Signed) "STEPHENSON MACADAM, M.D.,
Lecturer on Chemistry.

"Analytical Laboratory, Surgeons' Hall,
Edinburgh."



Manitoba and the Canadian Northwest.

WOOD.

Wood for building and fencing purposes is a matter of great importance in a prairie country, and in this respect the Canadian Northwest is peculiarly favored.

Although there are sections where wood is scarce, as a general rule there is a well regulated supply throughout the country. The plains abound with wood in clumps; and in other parts there are tracts of forest so evenly interspersed that farmers can generally obtain a good wood lot in close proximity to their prairie farms, besides which the numerous rivers are invariably lined with wood on each bank.

Elder, oak, elm, maple (hard and soft), basswood, cottonwood, poplar, willow, white and red cedar, birch, spruce, white ash, tamarack, cherry, balsam, ash, pine and other varieties are found in groves and in detached clumps all over the country.

During the summer of 1883 the railway will enter the forests of the Rocky Mountains, which contain some of the finest timber in the world—sufficient to supply the prairie region of the Northwest with lumber for all time. This, coupled with the development of the coal district, will insure a plentiful supply of cheap fuel and timber.

COAL.

Coal is found above Edmonton and for some distance below that point; it has also been discovered on the Saskatchewan and Souris Rivers, and every indication points to the fact that it exists in large quantities. Recent tests have also shown that it is well adapted for the use of locomotives. In the Arthabaska district and in other parts of the Canadian Northwest large deposits are known to exist, the quality being suitable for domestic purposes. In addition to this, the opening of the Canadian Pacific Railway to Thunder Bay, on Lake Superior, will now enable coal to be imported and sold in the Canadian Northwest as cheaply as it is in the Western States of America.

CLIMATE.

The climate is very favorable to the raising of grain and root crops. The spring commences early in April, and the weather, with very little exception, continues fine and dry till the latter part of May. From that time till the end of June it is generally wet, but July, August and September, with the exception of occasional thunder showers, are beautiful months, the weather being warm and pleasant. October is frequently one of the most delightful months of the year. Winter commences in November, sometimes in the early part of the month, sometimes later, and lasts until March. The atmosphere is very bright and dry, and the cold, although severe at times, is not so much felt as in the more southern and eastern parts of the continent, owing to the extreme dryness of the atmosphere. The mean winter temperature is almost precisely the same as that of St. Paul and Montreal, and very little snow falls on the prairies, the average depth being about eight to ten inches.

Manitoba and the Northwest Territory of Canada are officially declared to be "among the absolutely healthiest countries on the globe, and most pleasant to live in. Endemic diseases are unknown. There is no malaria."

MARKETS.

A very important question to the farmer is the distance from the farm to a market for his produce. This question, so far as it relates to the Canadian Northwest, the Canadian Pacific Railway Company are solving by the erection of elevators at different points on the line of the road, thereby assuring to the producer a permanent market for grain where he may always receive the highest market price. The stations along the line are at easy distances, the average at present being from seven to ten miles apart; and as each station rapidly becomes a centre of trade for the surrounding country, it will readily be seen how happily situated settlers are for easy access to markets. The rapid construction of railways and other public works, as well as the great influx of population taking place, will for years create a large home market; and the facilities for transport by water and rail—equal, if not superior, to those of the Western States of America—will, combined with the very much larger yield of crops, place the farmers of the Canadian Northwest in an exceptionally good position in regard to markets for their produce.



Manitoba and the Canadian Northwest.

PRODUCTIONS.

The average wheat crop of Manitoba and the Canadian Northwest is 33 per cent. greater than the average returns from the best of the American wheat-growing States. The official returns for the season of 1881, as published by Bradstreet, show that the total production of wheat in the United States and Territories was 368,972,000 bushels, a little more than half the crop which may be produced on the lands of the Canadian Pacific Railway in a single year. According to the same authority the average yield per acre in the principal American wheat-producing States was as follows: Illinois, 7.5 bushels per acre; Ohio, 12.8; Michigan, 10.5; Minnesota, 17, and none over 25 bushels per acre. Official reports from stations on the line of the Canadian Pacific Railway and from other points in Manitoba, and the report of the Minister of Agriculture, show the average yield of wheat for 1881 to have been 30 bushels to the acre. For the same season, and in the same Territory, the average yield of oats was 45¼ bushels, and barley 37¾ bushels per acre.

The following statement shows the average yield per acre in Manitoba of the several under-mentioned crops, compiled from the returns made to the Department of Agriculture, and compares the same with the yield in some of the principal agricultural States in the Union and some of the British colonies:

WHEAT—average yield per acre.			
Manitoba	30 bushels.	Pennsylvania	15 bushels.
Minnesota	17 "	Massachusetts	16 "
Wisconsin	14 "	New Zealand	17½ "
Australia			11 bushels.
BARLEY—average yield per acre.			
Manitoba	40 bushels.	Iowa	22 bushels.
Minnesota	25 "	Ohio	19 "
Wisconsin	20 "	Indiana	19 "
Illinois			17 bushels.
OATS—average yield per acre.			
Manitoba	57 bushels.	Iowa	28 bushels.
Minnesota	37 "	Ohio	23 "

FRUITS AND VEGETABLES.

Strawberries, raspberries, whortleberries (blueberries), currants, gooseberries, several varieties of apples and small fruits, do equally well in Manitoba; and turnips, beets, pumpkin, squash, citron, cabbage, egg-plant, cucumbers, celery, carrots, tomatoes, potatoes, onions, and, in fact, all garden products, reach a perfection in Manitoba quite unknown in other and less favored localities. All vegetables are prolific and yield abundantly, as may be seen by the following instances, the correctness of which can be vouched for at any time by numerous farmers resident in the country:

Turnips, 30 pounds each, common weight 12 pounds; squash, 5¼ feet round the centre; carrots, 11 pounds each; citrons, 18 pounds each; onions, 1½ pounds each; mangel-wurzel, 27 pounds each; beets, 23 pounds each; cabbages, 49 pounds each.

HUNTING AND FISHING.

As fish and game are plentiful throughout the Province of Manitoba and the Canadian Northwest, it would be difficult to indicate which, if any, particular locality has the preference. The Lake of the Woods, Lake Winnipeg, Lake Manitoba, Lake Deception, Shoal Lake, and the innumerable streams which feed them, the Red, Assiniboine, Saskatchewan, Scratching, Nelson, Souris, and other rivers, together with their thousands of feeders, are alive with fish, including whitefish, pickerel, pike, catfish, sturgeon, rock bass, black bass, suckers, perch, sunfish, gold-eye, carp, etc., etc. The whole country from Lake Superior to the Pacific Ocean is the abode of game of all descriptions: prairie chicken, duck of all varieties, wild geese, crane, snipe, swan, partridge, pigeons, pheasants, meadow lark and plover. Buffalo, caribou, moose, elk, deer and antelope are found in different localities. Large game abounds in great profusion in many places west and northwest of Winnipeg, and the huntsman or fisherman, whether he pursues game or fish for sport or profit, can always be assured of finding sufficient to occupy his attention.



Manitoba and the Canadian Northwest.

WATER.

The numerous lakes, rivers, streams and springs supply an abundance of the best water; and where the settler cannot reach these there is no difficulty in getting a supply by boring. Where it is found necessary to dig for water it can be found without fail at a distance of from twelve to twenty feet. When once found there is assured forever afterwards an unailing supply.

STOCK RAISING.

Manitoba and the Canadian Northwest is destined to be one of the leading stock-raising countries in the world.

The prairie hay has already become famous and its nutritious qualities acknowledged on all sides. In fact, stock raising will, in the near future, rival the production of grain in the fertile belt. The eastern base of the Rocky Mountains, and the Peace River District especially, will become great fields for graziers to carry on an immense business in cattle, the wild grass in those localities being even of better quality than that found on the plains. The climate here is particularly well adapted to stock raising, as cattle remain out all winter and feed themselves.

Cattle raising is already being prosecuted on a large scale in certain portions of the Northwest Territory, the Marquis of Lorne, Governor-General of the Dominion of Canada, having on his recent tour through the country reported several large droves between Edmonton and the Rocky Mountains, and one drove numbering 7000 head at Fort Calgary, the terminus of the prairie section of the Canadian Pacific Railway. Some of the ranches at the eastern base of the Rocky Mountains have as many as 15,000 to 20,000 head of cattle, and the business is yearly increasing. Cattle raisers who have in the past wintered their herds south of the boundary line are now driving them into the Northwest Territory, where the grasses are more nutritious, and the water, which abounds everywhere, remarkably pure. A very prominent feature of the cattle ranges of the Canadian Northwest is the fact that very little snow falls, thus allowing cattle to graze through the winter. Recently a good deal of stock of approved breeds has been brought into Manitoba, and, as it has flourished as well as native stock, fancy stock breeding will in the future be among the most remunerative pursuits. There are between forty and fifty different varieties of grasses, sedges and legumes in the Northwestern prairies.

The first point a farmer would note about them is the abundance of the foliage of nearly all the species. While the grasses of Eastern Canada are nearly all culm or stem, having most of them only one, two or three leaves, most of the Northwestern grasses have from ten to twenty leaves. Of course this is an extremely valuable feature in grass, as the leaves are more easily digested than the culms.

Although it is now more than forty years since sheep raising was first introduced in the neighborhood of the Red River, these animals have never been attacked by disease. Fleeces from sheep grown in Manitoba are, as a rule, heavy. The freedom from disease, which is doubtless due to a great extent to the dry atmosphere, is accountable for this. Sheep thrive equally well all through the Canadian Northwest. The raising of horses and cattle will undoubtedly prove one of the chief industries.

CHURCHES AND SCHOOLS.

All religious denominations are represented in Manitoba and the Canadian Northwest. Churches are found everywhere where the settlements are large enough to warrant the construction of church edifices. In other cases visiting clergymen make frequent and regular trips. Among the denominations represented in all parts of the Canadian Northwest are the Episcopal, Methodist Episcopal, Canada Methodist, Presbyterian, Congregationalist, Baptist and Roman Catholic. The Dominion Government has set apart two sections or 1280 acres of land in each township, the proceeds of which, when sold, are applied to the establishment of schools. The system of education is that of separate schools, and the grants of money are equally divided according to the number of children in each section, as ascertained by annual census. As fast as settlement progresses schools are established, and, as teachers have to pass a rigid examination before they are appointed, the education of the children is generally of a high class.



Valuable Information

—CONCERNING—

Manitoba and the Canadian Northwest.

SEASONS.—Ploughing commences in April. Seeding in April and May. Harvest in August. Winter commences middle of November and lasts till end of March.

CLIMATE.—HEALTHY, no epidemic diseases, no malaria. Spring—Clear and bright. Summer—Warm, with cool nights. Autumn—Balmey and pleasant. Winter—Uniform, dry and bracing.

SOIL.—Rich, black, argillaceous mould or loam, 2 to 4 feet deep, on a very tenacious clay subsoil.

WATER.—Good water by digging anywhere. Clear running streams. Ponds and picturesque lakes.

WOOD.—Groves and clumps of trees dot the prairie. The rivers and streams are lined with timber, and wood is easily obtainable for fuel and building purposes.

HAY.—Cattle prefer the wild prairie grass of the Canadian Northwest to the cultivated varieties. It is very fattening to stock and abundant everywhere. Timothy yields three tons per acre.

YIELD OF CROPS PER ACRE.

Wheat.....	30 bushels—weight, 62 to 66 pounds.
Oats.....	57 " " 40 "
Barley.....	40 " " 50 "
Potatoes.....	350 "
Turnips.....	1000 "
Carrots.....	300 "
Onions.....	270 "

FRUIT.—Fruit trees of all ordinary kinds yield abundantly. Currants, raspberries, gooseberries, grapes, strawberries, etc., thrive excellently.

COST OF LIVING.—Provisions and goods of all kinds can be purchased at reasonable prices. Agricultural implements of the most modern class about the same prices as in the older parts of Canada, and cheaper than in the United States.

MARKETS.—The rapid construction of the Railway and other public works, and the constant influx of new settlers, create a large and never failing home demand for farm produce. Centres of trade are being established all over the country. Elevators are built along the line for the convenience of eastern buyers. Prices rule about the same as in Minnesota and Dakota, with double the yield per acre.

QUALITY OF GRAIN.

The following certificate speaks for itself:

Certificate from the President of the Corn Exchange, Montreal, as to the excellent quality of Manitoba grain.

"Montreal, Jan. 17, 1882.

"I have examined samples of grain grown in Manitoba, submitted by Alexander Begg, of the Canadian Pacific Railway.

"The sample of Five wheat is specially good, as also No. 1 Hard, which is the quality of wheat now so much sought after by millers.

"The barley, white and black oats, peas and beans shown, are all of very superior quality, and would command very high prices in this market.

"A. MITCHELL,

"President Corn Exchange Association, Montreal."

Manitoba Hard wheat is well known to be the finest in the world.

FIRST CROPS.—A fair crop of wheat, oats, or potatoes can be had from land newly broken.

MANURE.—The land will not bear manure for several years after breaking—it is too rich.

THE CANADIAN PACIFIC RAILWAY COMPANY have issued a pamphlet containing full information respecting climate, soil, productions, etc., with a description of the lands of the Canadian Northwest. The pamphlet contains full information as to Government and Railway Lands, and how to obtain them, together with statistics and other information of value to settlers. Sent free of charge, by addressing

CHARLES DRINKWATER, Secretary, Montreal.

JOHN H. McTAVISH, Land Commissioner, Winnipeg, Manitoba.

ALEXANDER BEGG, Land Agent of the Company, 101 CANNON ST.,
LONDON, ENGLAND.



CONDENSED TIME TABLE

—BETWEEN—

CHICAGO

—AND—

PRINCIPAL POINTS IN MANITOBA

And the Canadian Northwest.

GOING WEST.

Leave Chicago	11 30 a.m.	9 00 p.m.
Arrive St. Paul (St. Paul, Minn. & Man. Ry.)	6 15 "	12 45 "
Leave St. Paul	8 00 "	7 00 "
Arrive St. Vincent (International Boundary)	3 45 "	4 20 "
" Emerson	4 05 "	4 40 "
" Winnipeg	6 50 "	7 05 "
Leave Winnipeg	8 15 "	
Arrive Portage la Prairie	10 35 "	
" Brandon	1 55 p.m.	
" Broadview	11 30 "	
" Regina	5 55 a.m.	

Stonewall Branch.

Leave Winnipeg	8 25 a.m.	
Arrive Stonewall	9 45 "	

Winnipeg to Rat Portage.

Leave Winnipeg	8 45 a.m.	
Arrive Rat Portage	4 03 p.m.	

GOING EAST.

Leave Regina	8 30 p.m.	
" Broadview	3 30 a.m.	
" Brandon	12 50 p.m.	
" Portage la Prairie	3 55 "	
Arrive Winnipeg	6 15 "	
Leave Winnipeg	7 35 a.m.	7 35 p.m.
" Emerson	10 25 "	10 18 "
Arrive St. Vincent (International Boundary)	10 40 "	10 28 "
Leave St. Vincent	11 30 "	11 15 "
Arrive St. Paul (St. Paul, Minn. & Man. Ry.)	8 10 "	6 20 "
Leave St. Paul	1 45 p.m.	8 45 "
Arrive Chicago	7 00 a.m.	2 00 "

Stonewall Branch.

Leave Stonewall	3 40 p.m.	
Arrive Winnipeg	5 15 "	

Rat Portage to Winnipeg.

Leave Rat Portage	9 40 a.m.	
Arrive Winnipeg	4 55 p.m.	

Through Trains, including Palace Sleeping Cars, between Winnipeg and St. Paul. New Palace Sleeping and Day Cars are run between Winnipeg and Regina. This service will be extended westward as the Line is opened for traffic.



SUGGESTIONS TO EMIGRANTS

PASSING THROUGH

The United States.

Parties moving to Manitoba should pack their household effects in good boxes, mark each package plainly with name and destination of owner **in ink**—cards are liable to be rubbed off—and consign them via the

CANADIAN PACIFIC RAILWAY.

Make an itemized invoice of the goods, giving full description and value, and hand it to the Railroad or Steamship Company at shipping point, to be forwarded with the goods. This invoice is required by the American Customs for bonding purposes, and all goods arriving at the Customs stations on the American border, without invoices, are detained by Collector of Customs until the invoice is received.

Certified invoices or Consul's certificates are not required by the American Customs for goods consigned to Manitoba.



HUNTING SCENE ON THE SOUBIE.

THROUGH TICKETS

Can be obtained from all Canadian and American Railway Companies to any of the following points:

St. Vincent, Portage la Prairie,
Emerson, Brandon,
Winnipeg, Broadview,
Selkirk, Qu'Appelle,
Rat Portage, Regina, &c.
And all Stations on the Canadian Pacific Railway.

SEE LIST OF STATIONS AND DISTANCES.

1883
(66)

THE
CANADIAN PACIFIC
RAILWAY

WINNIPEG, THE CAPITAL OF MANITOBA,
AND THE
Commercial Capital of the Canadian Northwest.

MANITOBA

AND
The North West
TERRITORIES
OF
CANADA

W. C. VAN HORNE, General Manager, Montreal.
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C. DRINKWATER, Secretary, Montreal.

AMERICAN BANK NOTE COMPANY, NEW YORK, U. S. A.

CANADIAN PACIFIC
RAILWAY

WINNIPEG, THE CAPITAL OF MANITOBA,
AND THE
Commercial Capital of the Canadian Northwest.

The great distributing point between the East and the New Northwest
Population in 1871, 350; population in 1881, 20,000. Year of Incorporation, 1874; assessment, \$2,076,018. Assessment in 1881, \$9,196,436; population in 1882, 25,000; assessment in 1882, \$20,422,270.

CANADIAN PACIFIC
RAILWAY

CITIES, TOWNS and VILLAGES
ON THE LINE OF THE
CANADIAN PACIFIC RAILWAY,
(Prairie Section)
WITH DISTANCES BETWEEN STATIONS.

FROM ST. VINCENT (International Boundary)		FROM WINNIPEG to REGINA.—Cont'd.	
TO WINNIPEG.			
68 St. Vincent	0	Poplar Point	40.5
66 Emerson	2	High Bluff	48.7
48 Diminon City	12	Portage la Prairie	56
40 Arnaud	20	Burnside	63.5
31 Dufrost	28	Bagot	71
23.5 Otterburne	37	McGregor	79
12 Niverville	44.5	Austin	84.6
3 St. Norbert	56	Sidney	92.8
3 St. Boniface	65	Melbourne	98.5
1.5 Winnipeg Junction	66.5	Carberry	105.7
0 Winnipeg	68	Sewell	114.3
		Douglas	121.8
		Chater	127.5
		Brandon	132.6
		Alexander	141.1
		Griswold	148.7
		Oak Lake	157
		Virden	165.5
		Hargraves	180.2
		Elkhorn	188.3
		Fleming	196.8
		Moosomin	211.1
		Red Jacket	219.3
		Wapella	226.5
		Burrows	235.4
		Whitewood	243.1
		Percival	249.4
		Broadview	256.3
		Oakshela	263.8
		Grenfell	271.3
		Summerberry	279.1
		Wolsley	286.6
		Sintaluta	294.3
		Indian Head	302.2
		Qu'Appelle	312.2
		McLean	323.8
		Cassils	332.2
		Pilot Butte	341.3
		Regina	348.1
		Grand Coulee	356.6
		Pense	366.0
		Belle Plaine	373.4
		Pasqua	381.2
		Moose Jaw	390.2
		Boharm	398.3
		Caron	406.4
		Mortlach	414.4
		Parkbeg	423.4
		Secretan	432.6
		Chaplin	443.0
		Ernfold	451.9
		Morse	461.3
		Herbert	471.7
		Bush Lake	480.5
		Waldeck	489.1
		Swift Current	499.9
			510.8

FROM WINNIPEG to RAT PORTAGE.	
135 Winnipeg	0
133.5 Winnipeg Junction	1.5
126 Bird's Hill	9
119 Gonor	16
112 Selkirk	23
103.5 Tyndall	31.5
97 Beausejour	38
87.5 Monmouth	47.5
77.5 Shelly	57.5
71.5 Whittemouth	63.5
62 Darwin	73
51.5 Rennie	83.5
41 Telfork	94
37 Cross Lake	98
31 Ingolf	104
23.3 Kalmar	111.8
16 Deception	119
11 Ostersund	124
3.6 Keewatin	131.5
0 Rat Portage	135

FROM WINNIPEG to STONEWALL.	
19.8 Winnipeg	0
18.3 Air Line Junction	1.5
6.5 Stony Mountain	13.3
0 Stonewall	19.8

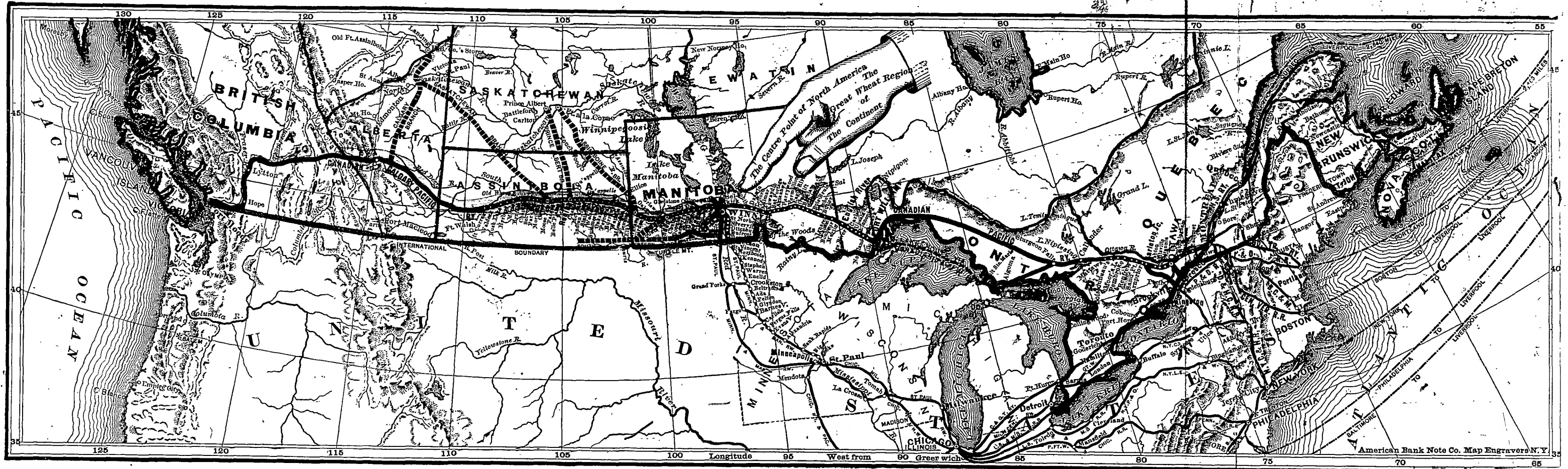
MAIN LINE.
From WINNIPEG to REGINA.

Winnipeg	0	Regina	348.1
Air Line Junction	1.5	Grand Coulee	356.6
Winnipeg West	7.8	Pense	373.4
Rosser	15.1	Belle Plaine	381.2
Marquette	22.2	Pasqua	390.2
Reaburn	29	Moose Jaw	398.3
	35.2	Boharm	406.4
		Caron	414.4
		Mortlach	423.4
		Parkbeg	432.6
		Secretan	443.0
		Chaplin	451.9
		Ernfold	461.3
		Morse	471.7
		Herbert	480.5
		Bush Lake	489.1
		Waldeck	499.9
		Swift Current	510.8

TABLE OF THROUGH DISTANCES
Via Chicago (All Rail).

HALIFAX to WINNIPEG	2561 miles.
NEW YORK to WINNIPEG	1827 "
TORONTO to WINNIPEG	1370 "
MONTREAL to WINNIPEG	1703 "
QUEBEC to WINNIPEG	1875 "
MONTREAL to WINNIPEG, via the Canadian Pacific Route, when completed	1434 "
Or from QUEBEC	1591 "
MONTREAL to WINNIPEG, via the Canadian Pacific Railway and Lake Route.	1344 "
(Of which 370 miles are by water.)	
CHICAGO to WINNIPEG	806 "
ST. PAUL to WINNIPEG	410 "

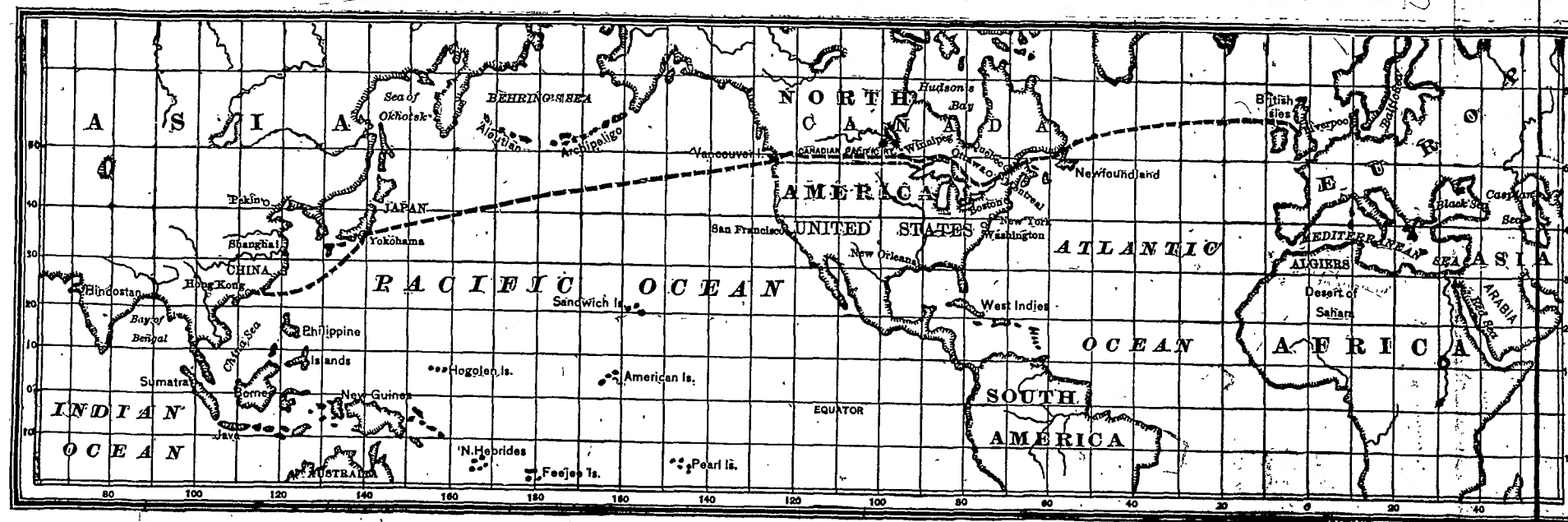
MAP OF THE DOMINION OF CANADA, SHOWING THE CANADIAN PACIFIC RAILWAY FROM THE ATLANTIC TO THE PACIFIC, WITH EASTERN CONNECTIONS.



COMPARATIVE TABLE OF DISTANCES.

	MILES.
From Montreal to Port Moody (Pacific terminus).....	2,903
From New York to Port Moody, via Canadian Pacific Rail- way and Montreal.....	3,289
From New York to Port Moody, via Canadian Pacific Rail- way and Brockville.....	3,164
From New York to San Francisco, via Central and Union Pacific Railways and shortest connecting lines in the United States.....	3,331
From Liverpool to Montreal.....	2,790
From Liverpool to New York.....	3,040
From Liverpool to Port Moody, via Canadian Pacific Rail- way and Montreal.....	5,696
From Liverpool to San Francisco, via all United States routes.....	6,830
From Liverpool to Yokohama (Japan), via Montreal and Canadian Pacific Railway.....	11,019
From Liverpool to Yokohama (Japan), via New York and San Francisco.....	12,038

The above distances, via Canadian Pacific Railway, are by the Kicking Horse Pass, a route lately discovered by the Company's engineers, which shortens the line over ninety miles, and gives it the easiest gradients through the Rockies of any of the Pacific railroads.



CANADIAN PACIFIC RAILWAY.

Completed and in operation.

		MAIN LINE.	MILES
EASTERN DIVISION,		Montreal to Sturgeon River	889
WESTERN	"	Thunder Bay to Winnipeg	485
"	"	Winnipeg to Cypress Hills	606
BRANCH LINES.			1430
EASTERN DIVISION,		Brookville to Carleton Place	46
"	"	Port Branch	12
"	"	Aylmer Branch	9
"	"	St. Eustache Branch	8
"	"	St. Lin Branch	13
"	"	St. Jerome Branch	14
WESTERN	"	Stonewall Branch	32
"	"	Pembina Branch	65
"	"	South Western Branch	118

TABLE OF DISTANCES—MAIN LINE.
(When completed.)

(When completed.)

(When completed.)	
Montreal to Winnipeg.....	1484
Winnipeg to Fort Moody (British Columbia).....	1472
LAKE ROUTE.	
	2908
Montreal to Algoma (Lake Huron).....	539
Algoma to Thunder Bay.....	270
Thunder Bay to Winnipeg.....	458

1344
THROUGH DISTANCES, via CANADIAN PACIFIC R.Y.
(When completed.)

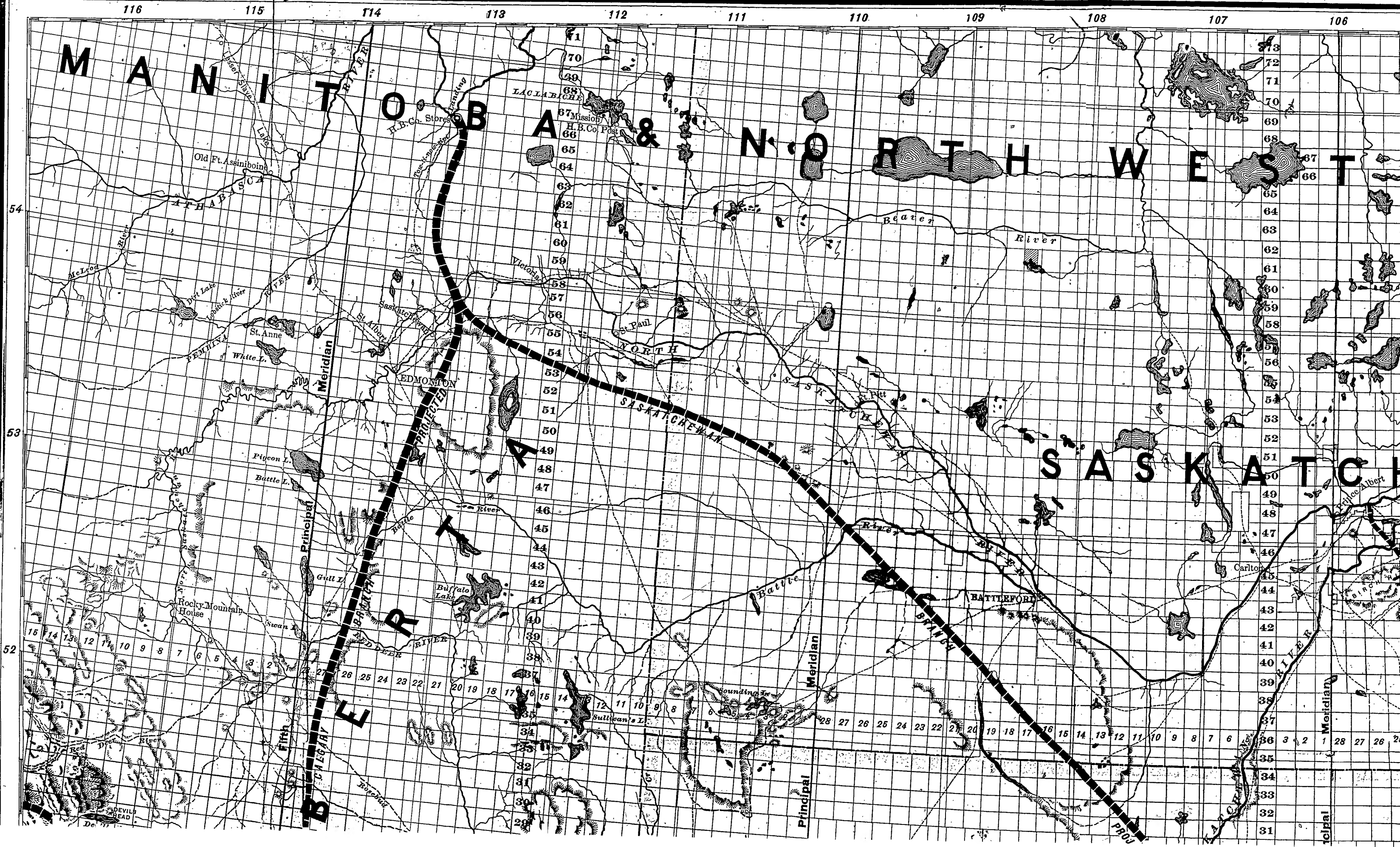
(When completed.)
..... 2285 1 New York

Halifax to Winnipeg	2285	New York to Winnipeg	1811
Portland to Winnipeg	1781	Quebec to Winnipeg	1591
Boston to Winnipeg	1589	Montreal to Winnipeg	1484

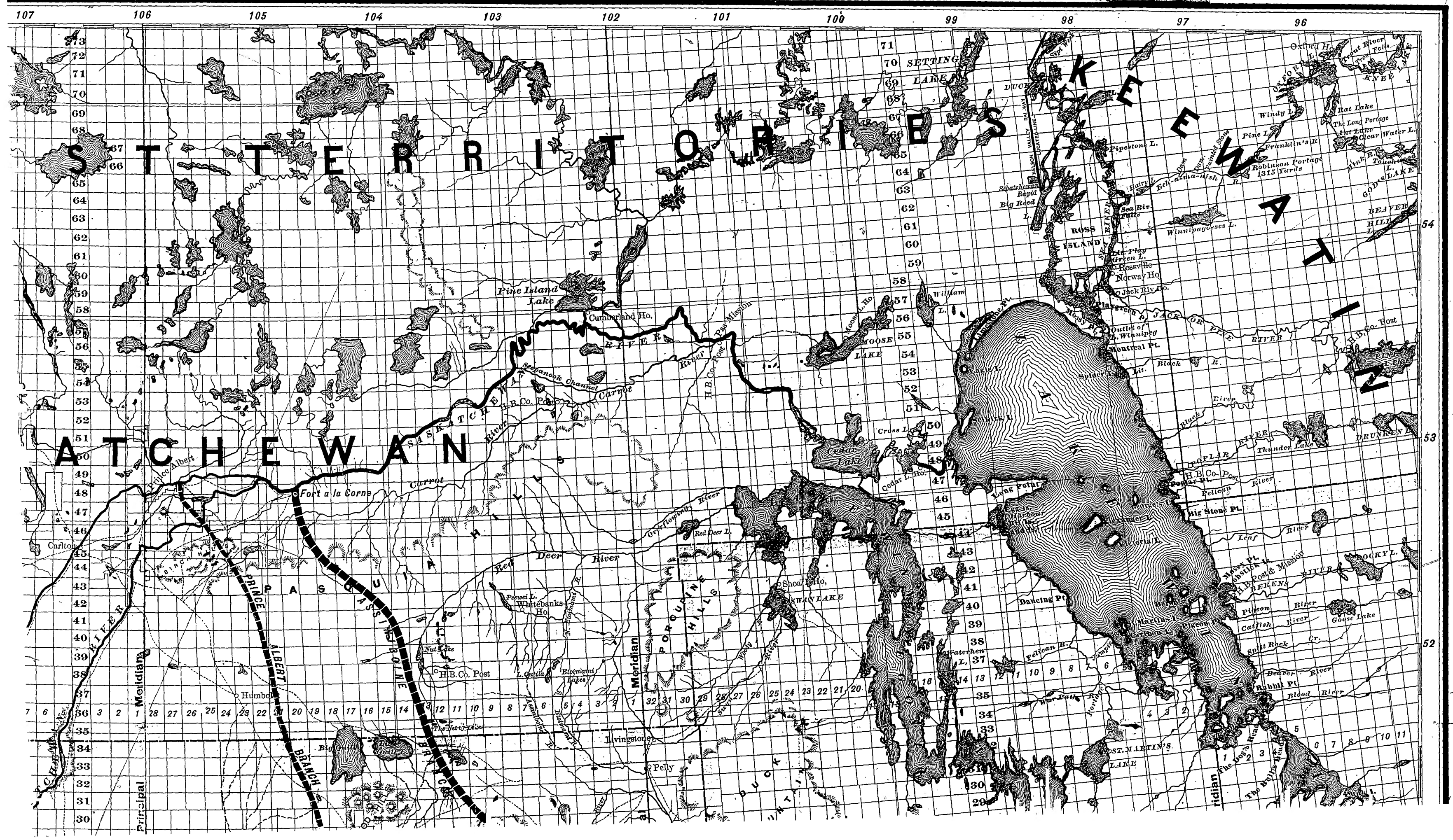
DISTANCES BY OTHER ROUTES THROUGH CHICAGO.

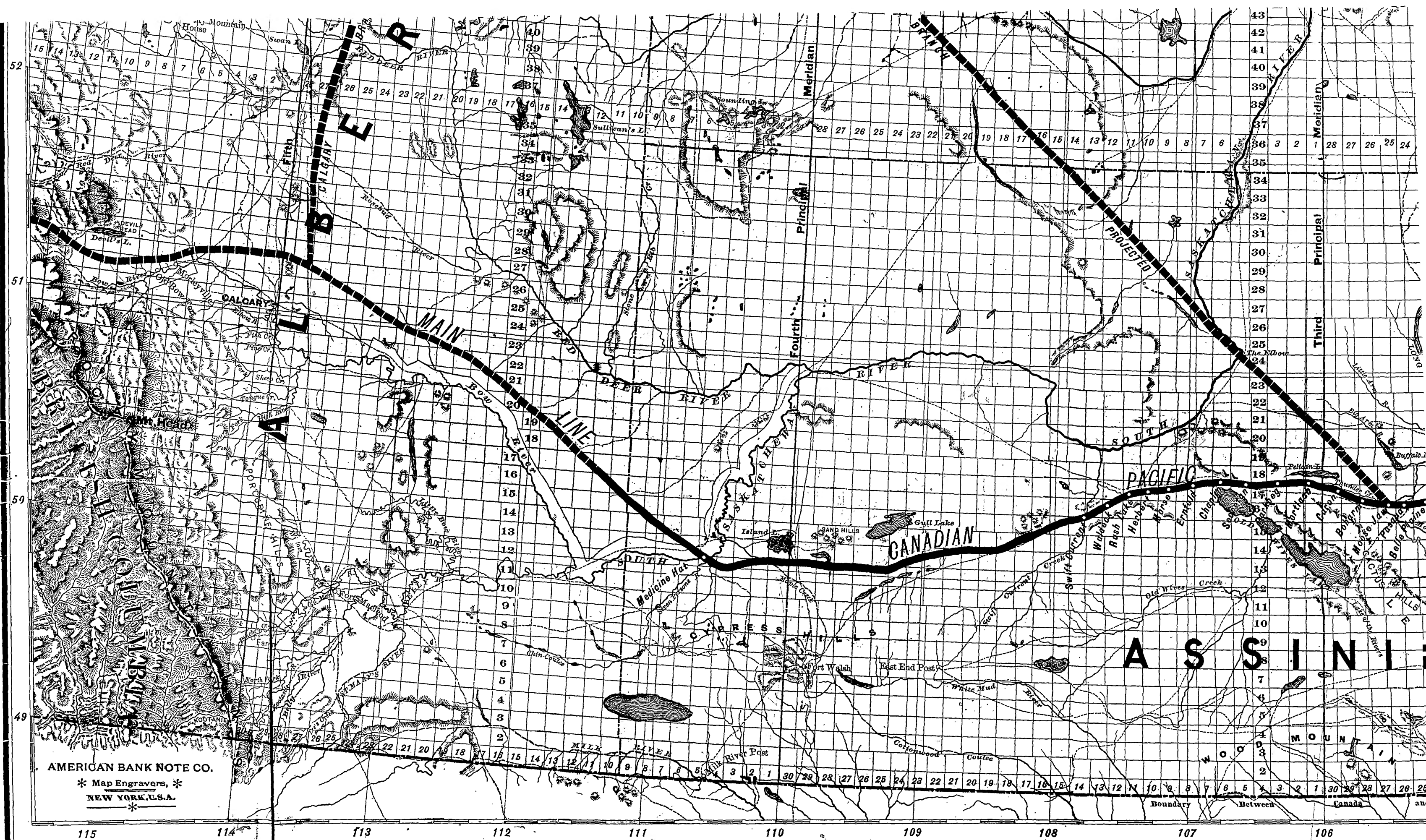
Halifax to Winnipeg	\$661	Philadelphia to Winnipeg	1751
Portland to Winnipeg	2008	Quebec to Winnipeg	1876
Boston to Winnipeg	2029	Montreal to Winnipeg	1708
New York to Winnipeg	1857		

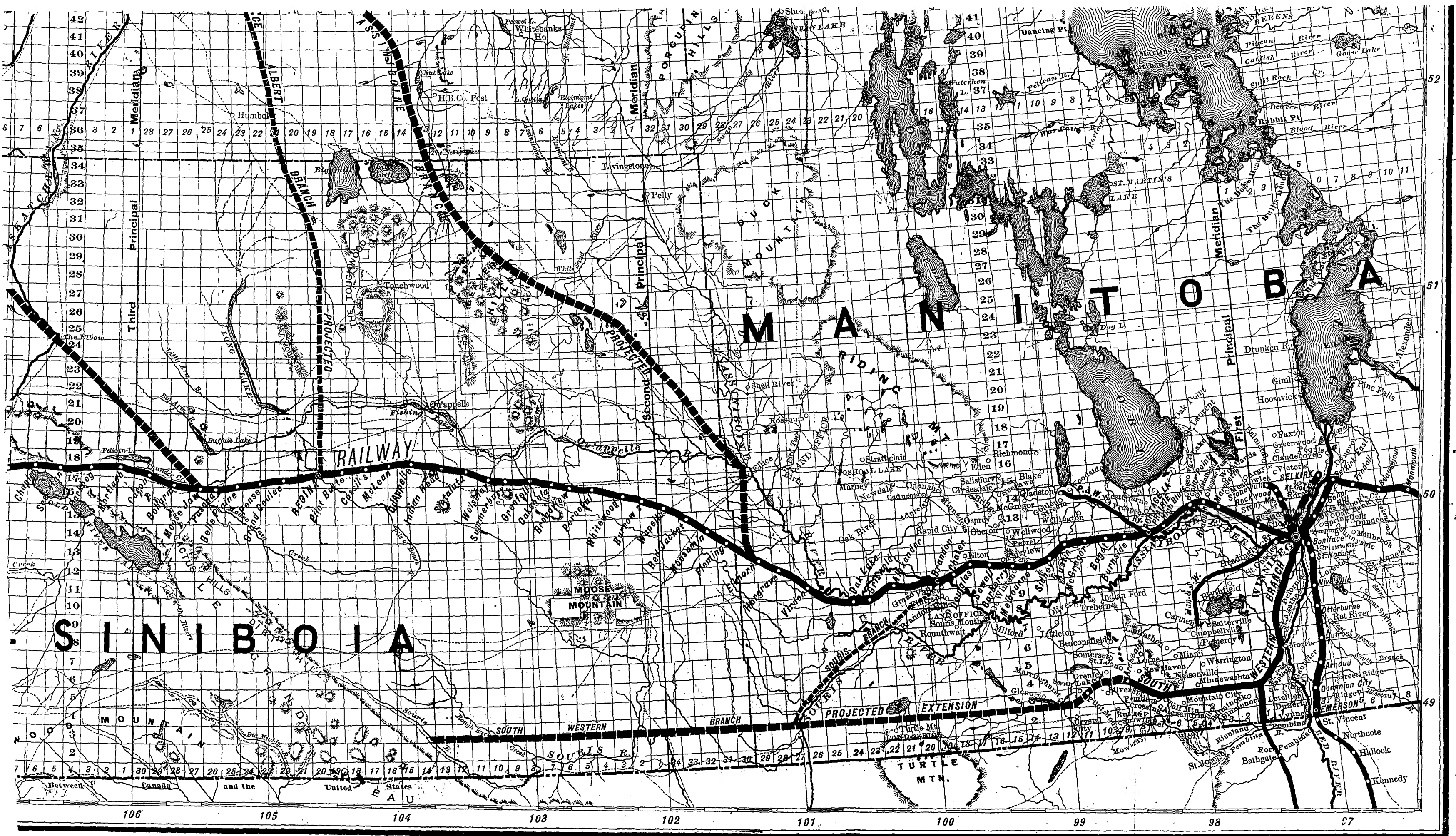
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1208







THE LAND GRANT ALONG THE PRAIRIE LINE IN MANITOBA AND THE NORTHWEST TERRITORIES.

4064